



National Transportation Safety Board Aviation Incident Final Report

Location:	PHILADELPHIA, PA	Incident Number:	NYC90IA050
Date & Time:	01/18/1990, 0647 EST	Registration:	N405EA
Aircraft:	MCDONNELL DOUGLAS DC-9-51	Aircraft Damage:	None
Defining Event:		Injuries:	44 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

THE DC 9 WAS OBSERVED TO TAKEOFF ON A TAXIWAY BY PERSONNEL IN THE CONTROL TOWER. THE TAKEOFF WAS CORROBORATED BY RADAR DATA FROM THE AIRPORT AND A READOUT OF THE FLIGHT DATA RECORDER. THE TAKEOFF OCCURRED JUST PRIOR TO THE START OF CIVIL TWILIGHT IN THE MORNING. THE RUNWAY HAS WHITE CENTERLINE MARKINGS, WHITE EDGE LIGHTING, AND WHITE MARKINGS. THE TAXIWAY HAD YELLOW MARKINGS AND GREEN CENTERLINE LIGHTING. THE CAPTAIN SAID HE REMEMBERED WHITE CENTERLINE LIGHTING. THE COPILOT SAID HE SAW THE CENTERLINE LIGHTS AND BELIEVED THEY WERE WHITE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: THE FLIGHT CREW OF EAL121 TAKING OFF ON A TAXIWAY. CONTRIBUTING WAS FAILURE OF THE FLIGHT CREW OF EAL 121 TO MAINTAIN AN ADEQUATE VISUAL LOOKOUT DURING TAXI AND TAKEOFF.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. LIGHT CONDITION - DUSK
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - COPILOT/SECOND PILOT

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/20/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL DOUGLAS	Registration:	N405EA
Model/Series:	DC-9-51 DC-9-51	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	47688
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	110000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D-17
Registered Owner:	EASTERN AIRLINES, INC.	Rated Power:	16000 lbs
Operator:	EASTERN AIRLINES, INC.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	EALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	PHL, 21 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0650 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 5500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 9° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	ATLANTA, GA (ATL)	Type of Clearance:	IFR
Departure Time:	0647	Type of Airspace:	Class E

Airport Information

Airport:	PHILADELPHIA (PHL)	Runway Surface Type:	Asphalt
Airport Elevation:	21 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	None
Passenger Injuries:	39 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	44 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	12/30/1992
Additional Participating Persons:	JEFF WEIAND; PHILADELPHIA, PA WAYNE HOWLETT; MIAMI, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).